

TCRP Program – Application Approval Project #1.1 – May 2005

Santa Clara / Alameda **BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.**

(\$ X 1,000)

Estimated Project Cost: \$678,833 TCRP Funds Approved To Date: \$111,433

TCRP Funds-Sub-Project #1.1: \$111,433 Phases(s) Approved To Date: All

Total TCRP Funds for Project #1: \$725,000

Lead Agency: Santa Clara Valley Transportation Authority (VTA) Implementing Agency: San Francisco Bay Area Rapid Transit District (BART)

TCRP Allocations To Date: \$54,115

for Phase(s): 1,2,3

Advance Approved: \$0

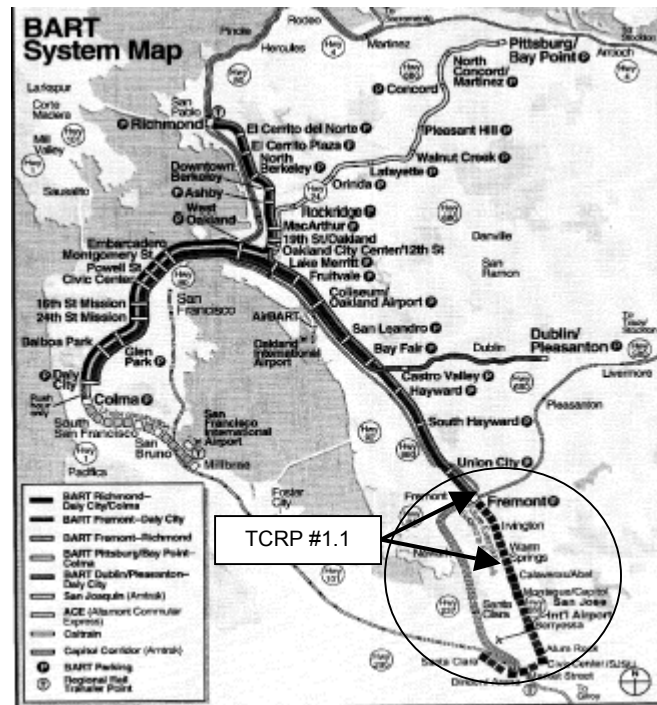
for Phase(s): N/A

Project Summary

The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- **Sub-Project #1.1 – BART Extension from Fremont to Warm Springs (Total = \$695,484,000, including \$111,433,000 in TCRP).**
- Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose (Total = \$4,193,715,000, including \$613,567,000 in TCRP).

Sub-Project #1.1, the Fremont to Warm Springs BART Project, is a 5.4-mile extension south of the existing Fremont Station that will significantly improve the regional transit network by bring BART further into southern Alameda County. The project will better balance current local and regional transportation demand and will provide increased transportation capacity for future growth in employment and population. The extension will help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. It would also support the region's efforts to meet state and federal air quality standards.



The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. The proposed Warm Springs Station, just south of Grimmer Boulevard, will have approximately 2,300 parking spaces. South of the Warm Springs Station, rail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Final EIR		9/92	
1	Update EIR (Supplemental)	1/02	12/05	\$8,713
2	Plans, Specifications & Estimates	12/02	12/07	\$20,565
3	Right of Way Acquisition	2/02	1/08	\$105,000
4	Rollingstock Acquisition	12/07	3/12	\$90,408
4	Construction	12/06	12/10	\$454,147
Total:				\$678,833

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Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$6,550	\$20,565	\$27,000	\$57,318	\$111,433
		Proposed					
CMA-TIP(mostly sales tax)	State	Committed	\$2,163			\$2,837	\$5,000
		Proposed					
STIP -RIP	State	Committed					
		Proposed				\$57,700	\$57,700
Bridge Toll	Local	Committed			\$6,000	\$79,000	\$85,000
		Proposed				\$68,000	\$68,000
SamTrans	Local	Committed					
		Proposed				\$145,000	\$145,000
Measure B	Measure	Committed			\$72,000		\$72,000
		Proposed				\$123,000	\$123,000
BART	Local	Committed					
		Proposed				\$11,700	\$11,700
	Totals:	Committed	\$8,713	\$20,565	\$105,000	\$139,155	\$273,433
		Proposed				\$405,400	\$405,400
		Totals:	\$8,713	\$20,565	\$105,000	\$544,555	\$678,833

Prior TCRP Action:

- The original application for the Major Investment Study for the Warm Springs to San Jose portion (TCRP Subproject #1.2) was approved on February 21, 2001, under Resolution TA-01-03.
- An application for Phase 1 – Environmental Studies and Permits, Phase 2 – Preliminary Engineering and Design, and Phase 3 – Right of Way Acquisition, for TCRP Subproject #1.1 was approved on April 4, 2002, under Resolution TA-02-05.
- A minor amendment to update the project schedule and funding plan was approved June 26, 2003, under Resolution TAA-03-03. Additional time is required due to a new bus alternative that was requested for consideration as an option in the Supplemental Environmental Impact Report for the extension of BART to Warm Springs.
- An amendment to update the project schedule was approved June 17, 2004, under Resolution TAA-04-05. Additional time required as BART seeks to initiate a NEPA analysis, which would result in an FTA Record of Decision, making this project eligible for the use of federalized STIP and ITIP funds.
- An application amendment to update the funding and project schedule, and an allocation amendment to transfer \$10M allocated funds from Phase 2 to Phase 3 were approved December 9, 2004.
- An application amendment to update the project schedule was approved May 26, 2005 (Resolution TAA-05-04).

Status of Conditions: No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-05: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

Discussion/Issues: The proposed funding plan for the Fremont to Warm Springs Extension Project includes STIP-Regional Improvement Program (RIP), STIP-Interregional Improvement Program (IIP), Bridge Tolls, San Mateo County Transit District (SamTrans), Alameda County Measure B and BART funding. The BART Fremont to Warm Springs Extension Project is a California Environmental Quality Act (CEQA)-only cleared project. The STIP-RIP/IIP funding will be requested as State-only.

This project has a full funding plan in MTC's 2001 Regional Plan. However, there are two identifiable risks associated with this funding plan: First, if the STIP- RIP funds do become available, state-only funding may be limited. To insure project delivery, the Alameda County Congestion Management Agency, Alameda County

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Transportation Improvement Authority, BART, VTA, and the Metropolitan Transportation Commission will work to exchange any federal funds obtained through the programming process with non-federal funds. And, second, the amount of STIP-RIP funding proposed for this project may not be available. The funding partners identified above have committed to work together to bridge any funding gaps if STIP-RIP dollars do not materialize.